

PROBE CAUSE OF GREAT MARINE WRECK

SUBMERSIBLE ABSOLVE OFFICERS OF RAMMED VESSEL FROM BLAME

BULLETIN.
QUEBEC, May 30.—The death list in the Empress of Ireland disaster will be 1,032, according to information given out today by the Canadian Pacific line, owners of the Empress. The ship carried 1,387 persons and, according to her owners, the following were saved:

First class passengers—19.
Second and third class passengers—131.
Crew saved—206.

QUEBEC, May 30.—Nine hundred and ten men, women and children lost their lives in the sinking of the Canadian Pacific liner, Empress of Ireland, after she was rammed by the collier Storstad in the St. Lawrence river, according to a revised list of the fatalities made up here today.

Four hundred and seventy-seven persons were saved, most of the survivors being in this city, cared for by the municipal authorities and the officials of the Canadian Pacific line.

The collier Storstad arrived here today under her own steam, but her smashed bows gave terrific and tragic evidence of the part she played in the greatest marine disaster St. Lawrence shipping has ever known.

An investigation of the disaster is expected to be made by the dominion government, not only to place the responsibility, but to lay the groundwork for legislation to provide further safeguards for life at sea.

All the stories told here by survivors emphasize one big fact: That the victims faced death bravely in the fog and darkness of early morning and there was no panic. As the Storstad drew back the water rushed into the gap made by her sharp steel prow and in less than 15 minutes the liner had disappeared from view in 90 feet of water.

No Fault With Officers.
The survivors find no fault with the officers of the liner. All that could be done was accomplished.

The Lady Grey, a government steamer, slowly crawled toward this port today with about 250 bodies which were picked up near the scene of the disaster. The dominion and provincial authorities united to care for the dead and hasten identification of the bodies.

Most of the dead were found afloat on the water. Some wore life preservers and others were floating on wreckage. The bodies of all of them were in their night clothing, as they had no time to dress after the ship was rammed.

While the bodies are being scanned by grief-stricken men and women engaged in a tragic and gruesome search for relatives or friends, the coroner's inquest will open at Rimouski.

Cry for Investigation.
A cry is going up on all sides for a rigid investigation of the tragedy, the chief points being:

1.—Was the Empress of Ireland a safe vessel?
2.—Were the vessels traveling at cautious speed because of the fog?
3.—Were any of the international rules of safety at sea violated by the officers of either ship?

Captain H. G. Kendall of the Empress of Ireland was picked up, is in the hospital at Rimouski in a serious condition.

Three hundred coffins are being prepared for the dead upon the Lady Grey and the Storstad. Undertakers worked all night at their task of casket making and undertakers were business engaged in their preparations for wholesale embalming.

In the temporary morgue, where the work of identification will be carried on, stretchers have been placed in rows upon which to place the coffins. That house of death will see many a scene of heart-shaking pathos within the next few days.

The morgue has been draped in black.

Officials Work Hard.
The officials of the Canadian Pacific line are working with all possible speed and energy. They are giving their personal attention to the disaster. Three boats are kept cruising over and around the spot where the Empress lies, ready to pick up any bodies which rise to the surface. Divers will be sent down to attempt to reach the corpses held in the ship and to examine the nature of the gash inflicted by the collier's stem.

More than half of the dead had been recovered today and it was believed that some of the corpses never would be recovered. But as fast as the river gave up its dead, the bodies were taken ashore and prepared for identification.

The temporary mortuary was formerly used as a freight shed.

The first boat to arrive from the scene of the disaster brought only 11 living. Of these, one, a woman, died as they lifted her to the wharf and a little later a man died.

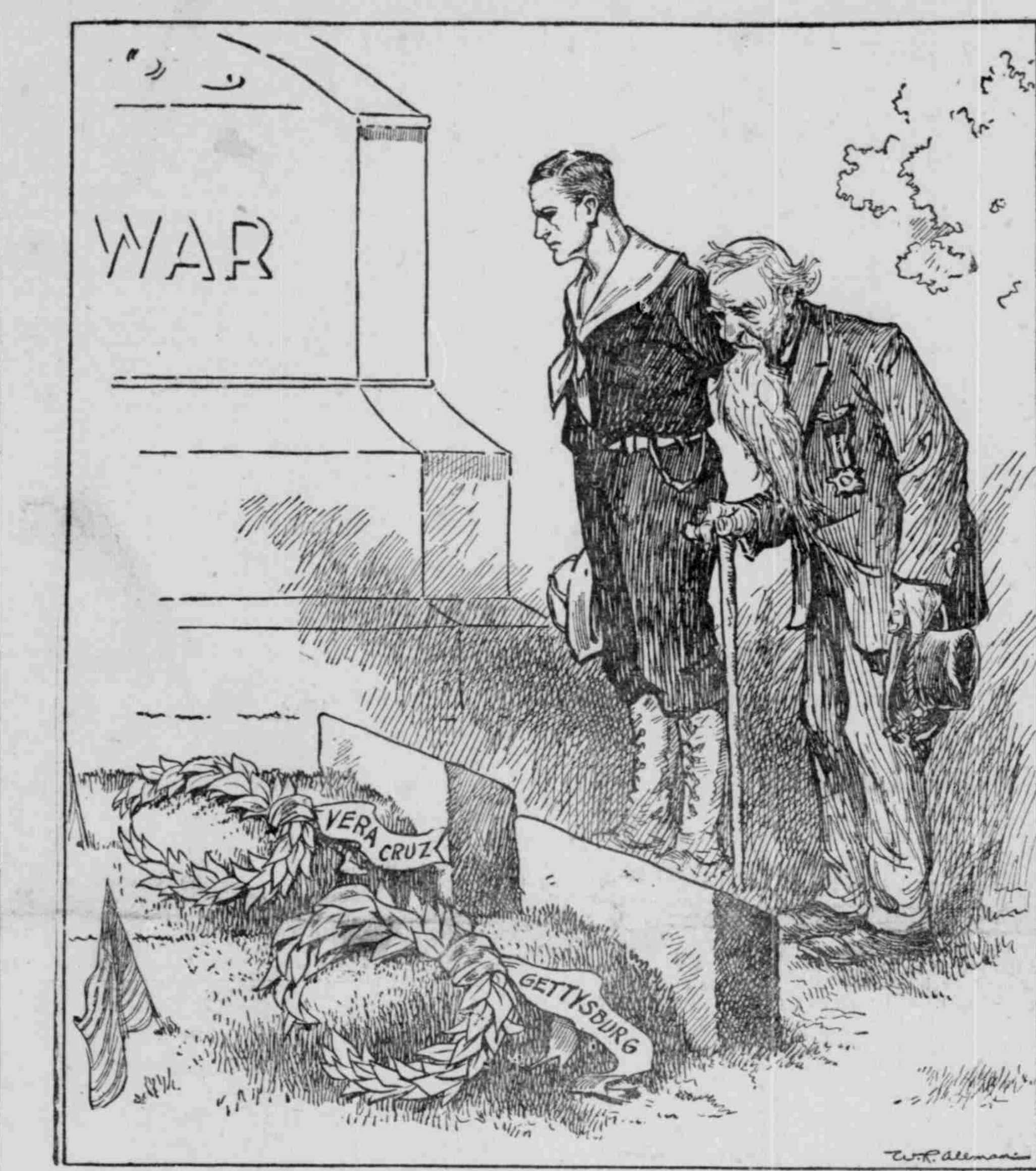
Then came the Lady Evelyn. On her deck among the unconscious living lay 135 corpses. Then came the tug Eureka with 60 more bodies and the morgue had to be enlarged as the original building had been filled.

Special funeral services will be held here tomorrow for the dead who went down with the Empress. Tomorrow will be a day of mourning throughout the Canadian branch of the Salvation Army for more than 150 members were drowned in the disaster.

TERRE HAUTE PEOPLE SAVED.
TERRE HAUTE, Ind., May 26.—Secretary of State Bryan, in a message received here today, said that he had been notified by the United States consulate at Halifax that George C. Richards and wife of Terre Haute and 19 other Americans were known to have been saved when the

THOMAS LEADS AT 100 MILES

ARREST DR. AND MRS. WINTERS; SEARCH THEIR HOME OR THE STARS AND STRIPES.



HALF A CENTURY AFTERWARD.

Not many of the old boys are left; and even the few who remain somehow don't seem to be getting the attention they deserve. Youth and new interests are elbowing them to one side.

But we don't really mean to be unkind. It's merely that the great majority of us don't understand. How can we, having never lived through that time of supreme trial?

Anyhow, though we seem careless, history remembers. Upon its pages is written the record that will live eternally.

And even the careless youngsters who today—instead of going, as did their fathers, to the cemeteries where lie the nation's dead preservers and with song, prayer, and eulogy paying moving tribute—scatter merrily in pursuit of holiday pleasures, are not so indifferent as they appear.

Deep in their souls the day's true significance is stored. And its lesson, though latent, would at duty's call flame up into devotion equally heroic.

Laughter and frolic make as fitting a memorial as tears.

The nation is gay because it feels that its liberty and unity are secure. It is care-free because it sees no call to be sad.

But it is due to you, comrades, that this is so.

In this very fact you have a triumph amply compensating for all your pains.

SAYS INTERVENTION IS MEXICO'S ONLY HOPE

Rev. F. K. Dougherty Touches on International Problem in Eulogizing Sailor Dead.

"The time is not far distant when it will be necessary for some strong nation to take the reins of the Mexican government in hand until some more stable government can be established."

These were the words of Rev. Frank K. Dougherty, pastor of Grace M. E. church, in an address to the old soldiers at Howard park Saturday, when members of the Spanish American War veterans and the G. A. R. gathered to observe Memorial day in especial services for the sailor dead.

He declared that the standards of civilization have not reached the mark in Mexico where self government is possible, and said that some stronger nation must take the task of compelling a reorganization of the Mexican government.

Rev. Mr. Dougherty paid a high tribute to the sailors, extolling such heroes as John Paul Jones, Admiral Dewey and others. The pastor declared himself in favor of a strong navy, asserting that it is necessary to maintain peace. "Power is still measured by our physical strength," he said.

Flowers were strewn in the river in memory to the dead and members of the different camps made short talks.

PEACE KEYNOTE OF RALSTON ADDRESS AT NOTRE DAME

Governor Delivers Eulogy at University Memorial Exercises — Rabbi Cronbach to Speak at City Cemetery.

(The full text of Gov. Ralston's address will be found on page 2 of this issue.)

Paying a high tribute to the memory of Father Corby, chaplain of the famous Irish brigade of New York, in the civil war, and to Notre Dame as an institution for the part it has played in the educational and religious world, Gov. Samuel Ralston delivered the Memorial day address at the university Saturday morning.

The exercises at Notre Dame in the morning were coincident with those at Howard park, arranged by the Women's Relief Corps of the two South Bend Grand Army posts, in honor of the sailors who gave their lives in the civil war. Rev. F. K. Dougherty delivered the eulogy.

This afternoon the customary parade of veterans and military organizations will take place with a program to follow at the city cemetery. Rabbi Abraham Cronbach will deliver the address.

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WILSON WILL ATTEND MEMORIAL EXERCISES

President Reverses Former Decision Because of "False Construction."

WASHINGTON, May 30.—Pres. Wilson today decided he would attend the Memorial day exercises held by the G. A. R. at Arlington national cemetery and reversed his former determination not to be present.

The following statement was made by Secy. Tumulty:

"When the invitation was extended by the committee representing the Grand Army of the Republic of the District of Columbia, the president informed the committee that he did not think the occasion would be opportune for the delivery of an appropriate address and because of this he felt that he must decline the invitation, agreeing, however, to attend a memorial service at a later date. Evidently a false construction has been placed upon his action and therein lies the reason for the change of program."

DENVER.—William Barth, a millionaire, who is suing several of his kin, alleging that they were trying to rob him, has bequeathed his \$5,000,000 fortune to charity. He blames his misfortune on a large diamond he owns, said to have been pawned by Queen Isabella to aid Columbus. This said the gem has brought ill luck to former owners.

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BLOODY CLOTHES MAY BE KEY TO MYSTERY THAT STIRRED NATION

BULLETIN.

NEWCASTLE, Ind., May 30.—Dr. William A. Winter and his wife were placed under arrest here at 10 o'clock this morning. Their arrest followed the finding of clothes formerly worn by their missing daughter, Katherine, in the basement of their home here.

William A. Cooper, an operator employed by the Big Four railroad, was arrested last night.

Dr. Winters and wife were charged with felony, this charge being made in order to hold them. Detectives have begun searching the Winters house and basement.

Cooper Examined.
At 3 a. m. Cooper was subjected to a severe examination during which he showed unmistakable signs of extreme nervousness. His face twitched, he patted the floor with his foot, shifted uneasily in his chair and changed color with frequency. He declared that he had no hand in the commission of a crime if one had been committed and he stated that he had absolutely no knowledge of any details of the affair.

He stated that he was willing to do all within his power to restore the little girl who has been missing now for many months. The half ribbon, sweater and blood-stained undershirt were found secreted behind a cement block which formed a part of the wall in the cellar at the Winters home. The discovery was made by Detective Ed Henderson of the Chicago branch of the Pinkerton agency. Armed with a search warrant he went to the Winters home, accompanied by local officers, and made the search.

Gave a Picture Show.
Dr. and Mrs. Winters were in Terre Haute, where they gave a picture show last evening depicting scenes incident to the life of their missing daughter. At midnight State's Attorney Meyers and Mayor Watkins authorized the chief of police of that city to keep both under surveillance and to detain either one or both if a suspicious move was made. Judge Jackson of the Henry circuit court, was present during the examination of Cooper and indicated that he would issue bench warrants for all concerned this morning upon the filing of the proper affidavits by Prosecutor Meyers.

Caused Sensation.
The affair created a sensation in Newcastle when the facts became known generally. Mayor Watkins alleges that Dr. Winters and his wife have been giving picture shows for several weeks for the purpose of creating a searching fund, but that in all the time they have been out only \$14 has been placed to the credit of the fund.

Henderson says that he knows of certain weeks when the net proceeds (CONTINUED ON PAGE 12.)

South Bend Wins Morning Game, 4-1 From Flint Team

Score by innings:
Flint001000000—1 7 0
South Bend 200000111—4 7 1

SOUTH BEND.— Flint—Korhagen, 3b; Grodick, lf; Stevenson, ss; Arndt, 1b; Patterson, rf; Lane, cf; Foley, 2b; Dobins, c; Duffy, p. With typical summer baseball weather and a regular holiday crowd, South Bend and Flint met at Springfield this morning in the first holiday game of the Southern Michigan league season. Duffy and Huntress were pitted against each other and went through the game at about an even clip.

Harry Arndt, Ed Smith's right hand man, took up his duties at first base—those duties he used to perform in the long ago season of 1912 when South Bend was in Louie Heilbrunn's Central circuit. Harry sent one of the first inning scores across through his stick work and then helped the cause along by counting himself.

There were two down in the first when Stevenson was granted a pass. He went to second when Vesper, the Flint backstop, let one of Huntress' offerings get away from him. Arndt came up and crooked one through second into center field. Stevenson scored. Arndt went to second on the throw-in. Patterson doubled and Arndt crossed.

Flint doubled up on us in the second. Foley walked. Dobins fled out to right field. Duffy grounded to the second sacker who caught Foley on his way to the keystone. Duffy was caught at first.

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SUNBEAM STARTS 500-MILE CLASSIC AT INDIANAPOLIS

BULLETIN.

INDIANAPOLIS, May 30.—The first accident of the 1914 five-hundred mile auto race was the overturning of the Sunbeam car, driven by Chassagne, as he was making the turn to enter the back stretch.

Chassagne was seriously cut about the head and face and was rushed to Emergency hospital.

Perry Miller, his mechanic, was only slightly bruised.

Chassagne's car was declared out of the race. Guyot, the Frenchman, was leading the field at sixty miles.

MORTON SPEEDWAY, INDIANAPOLIS, Ind., May 30.—Out of a great cloud of smoke from the exhausts of 20 starting racing cars, Chassagne, in his English Sunbeam shot across the starting line at 10 o'clock sharp and the great international 500-mile race was on.

Chassagne was followed by Tetzlaff in a Maxwell and the other drivers followed in succession. Bolloit, the French favorite, in his Peugeot, the last to leave the starting point.

Fisher was driving at the rate of 75 miles an hour when he crossed the starting line. Howard Wilcox, in a Gray Fox, Tetzlaff in a Maxwell and Chassagne in a Sunbeam, were even with him, closely followed by the other entrants.

At the end of the third lap Christiansen, in an Excelsior, led by a small margin, while Jules Goux, the French winner of last year's race, in a Peugeot, had lost four laps on account of engine trouble after his 12th lap.

Christiansen made the first lap in one minute, 45 seconds and 95-100s seconds, an average of 85.75 miles an hour.

The first withdrawal was the Ray car, driven by Brock, who was forced out at the end of the ten miles with a broken axle.

The work of the pit men in making tire changes was extremely fast. Ralph Mulford stopped his Mercedes at the pit, replaced a burst tire and was back in the race in 35 seconds.

Bol Burman lost four laps on account of engine trouble after his 12th lap.

Thomas, in a Delage, took the lead from Guyot, also in a car of the same make, shortly after the 60th mile. He had been finished and Thomas still held the lead at the end of the 75th mile, having covered the distance in 52:06.57, a track record.

The old speedway record for the distance was 54:50.20.

Goux Forced to Stop.
Goux was forced to stop at the end of the 17th lap for tires. At the 25th mile Christiansen was still in the lead. He was driving consistently and had not been forced to stop at the pits. Thomas, in a Delage, was second. Bolloit had finished 20 laps when he was forced to stop for tires.

At the end of the 100th mile, in a Delage car, was first, having covered the 20 laps in 34:12 minutes. He was followed by Christiansen in an Excelsior, Brags in a Mercer, Guyot in a Delage, and Dawson in a Harmon.

Anderson in a Stutz, trying to make a turn, skidded into the retaining wall on the outer edge of the track. The car bounded back into the course and Anderson went on in the race, unhurt.

At the end of one hundred miles Thomas was leading, having covered the distance in one hour nine minutes, 55.45 seconds.

The old record for one hundred miles is 1:13:27.25, made by Tetzlaff in a Fiat in Indianapolis May 30, 1912.

For his record today Thomas was the G. and T. Trophy.

Following Thomas and only a minute behind him at the end of the hundred miles was Dury in a baby Peugeot. The other leaders in order were: Guyot, in a Stutz; Christiansen, in a Stutz; Wishart, Mercer; Brags, Mercer, and Dawson, in a Marmont. Less than one second separated the two Mercer cars.

During all of yesterday, last night and the early hours of this morning, thousands poured into the city on special trains, interurban cars, automobiles, motorcycles and every conceivable mode of conveyance. There was no hotel room to be had at any price. Hundreds of cots lined the hallways in every big hotel, while other members slept in their cars that were drawn up to the curbs on the downtown streets.

100,000 in Stands.
At daybreak, hundreds of spectators began making their way in all sorts of conveyances to the great oval course, where what was expected to be the speediest race in history was to be staged. By 10 o'clock when the thirty cars had started their way about the two and a half mile brick paved speedway in order to get a flying start, it is estimated that 100,000 persons were in the stands and bleachers.

Of the drivers who will battle for \$85,000 in cash and other prizes, the advantage to be with Goux, winner of last year's race; Bolloit, his Peugeot team mate, and the Delage car, piloted by Thomas and Guyot. The foreigners, who have been bitter rivals on European courses, were spurred to their best efforts by the knowledge that all wishes of all of the American entrants were with them on the start.

The Americans who are figured in the race are Dawson, in a Marmont; Anderson, in a Stutz; Christiansen and Tetzlaff, in Maxwells; Burman in a car of his own design, and Wishart, in a Mercer.

The withdrawal of Ralph de Palma's car was caught at first.

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